APPENDIX

Proposed Rules

Chapter I of Title 47 of the Code of Federal Regulations, Parts 13 and 80, are proposed to be amended as follows:

I. PART 13 -- COMMERCIAL RADIO OPERATORS

1. The authority citation for Part 13 continues to read as follows:

AUTHORITY: Secs. 4, 303, 48 Stat. 1066, 1082, as amended; 47 U.S.C. 154, 303.

2. Section 13.7 is amended by revising paragraph (b) and adding a new paragraph (b)(10) to read as follows:

§ 13.7 Classification of operator licenses and endorsements.

* * * * *

(b) There are ten types of commercial radio operator licenses, certificates and permits (licenses). The license's ITU classification, if different from its name, is given in parentheses.

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(10) Restricted GMDSS Radio Operator License (Restricted Operator's Certificate).

* * * * *

3. Section 13.13 is amended by revising paragraphs (a) and (d) to read as follows:

§ 13.13 Application for a renewed or modified license.

(a) Each application to renew a First Class Radiotelegraph Operator's Certificate, Second Class Radiotelegraph Operator's Certificate, Third Class Radiotelegraph Operator's Certificate, Marine Radio Operator Permit, GMDSS Radio Operator's License, Restricted GMDSS Radio Operator License, GMDSS Radio Maintainer's License, or GMDSS Radio Operator/Maintainer License must be made on FCC Form 605. The application must be accompanied by the appropriate fee and submitted in accordance with § 1.913 of this chapter.

* * * * *

(d) Provided that a person's commercial radio operator license was not revoked, or suspended, and is not the subject of an ongoing suspension proceeding, a person holding a General Radiotelephone Operator License, Marine Radio Operator Permit, First Class Radiotelegraph Operator's Certificate, Second Class Radiotelegraph Operator's Certificate, Third Class Radiotelegraph Operator's Certificate,

GMDSS Radio Operator's License, Restricted GMDSS Radio Operator License, GMDSS Radio Maintainer's License, or GMDSS Radio Operator/Maintainer license, who has an application for another commercial radio operator license which has not yet been acted upon pending at the FCC and who holds a PPC(s) indicating that he or she passed the necessary examination(s) within the previous 365 days, is authorized to exercise the rights and privileges of the license for which the application is filed. This authority is valid for a period of 90 days from the date the application is received. The FCC, in its discretion, may cancel this temporary conditional operating authority without a hearing.

* * * * *

4. Section 13.17 is amended by revising paragraph (b) to read as follows:

§ 13.17 Replacement license.

(b) Each application for a replacement General Radiotelephone Operator License, Marine Radio Operator Permit, First Class Radiotelegraph Operator's Certificate, Second Class Radiotelegraph Operator's Certificate, Third Class Radiotelegraph Operator's Certificate, GMDSS Radio Operator's License, Restricted GMDSS Radio Operator License, GMDSS Radio Maintainer's License, or GMDSS Radio Operator/Maintainer license must be made on FCC Form 605 and must include a written explanation as to the circumstances involved in the loss, mutilation, or destruction of the original document.

* * * * *

5. Section 13.201 is amended by redesignating paragraphs (b)(7) and (b)(8) as (b)(8) and (b)(9), and adding a new paragraph (b)(7) to read as follows:

§ 13.201 Qualifying for a commercial operator license or endorsement.

* * * * *

(b) * * * * *

(7) Restricted GMDSS Radio Operator License: Written Elements 1, and 7R.

II. PART 80 -- STATIONS IN THE MARITIME SERVICES

1. The authority citation for Part 80 continues to read as follows:

AUTHORITY: Secs. 4, 303, 307(e), 309, and 332, 48 Stat. 1066, 1082, as amended; 47 U.S.C. 154, 303, 307(e), 309, and 332, unless otherwise noted. Interpret or apply 48 Stat. 1064-1068, 1081-1105, as amended; 47 U.S.C. 151-155, 301-609; 3 UST 3450, 3 UST 4726, 12 UST 2377.

2. Section 80.5 is amended to read as follows:

Subpart A – General Information

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§ 80.5 Definitions.

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Digital selective calling (DSC). * * * The operational and technical characteristics of this system are contained in Recommendations ITU-R M.493 and ITU-R M.541. (*See* subpart W of this part.)

* * * * *

Distress signal. * * * * *

(3) For GMDSS, distress alerts result in an audible alarm and visual indication that a ship or person is in grave and imminent danger and requests immediate assistance. These automatic systems contain sufficient information in the distress alert message to identify the vessel, prepare to assist and begin a search. However, except when transmitted via satellite EPIRB, the distress alert is just the initial call for help. Communication between the vessel or person in distress and the Rescue Coordination Center (RCC) or ship assisting should always follow.

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Safety signal. * * * * *

(4) For GMDSS, safety calls result in an audible alarm and visual indication that the station sending this signal has a very urgent message to transmit concerning the safety of navigation or giving important meteorological warnings.

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Urgency signal. * * * * *

(4) For GMDSS, urgency calls result in an audible alarm and visual indication that the station sending this signal has a very urgent message to transmit concerning the safety of a ship, aircraft, or other vehicle, or of some person on board or within sight.

3. Section 80.15 amended by deleting paragraph (e)(1) and redesignating paragraphs (e)(2) and (e)(3) as (e)(1) and (e)(2).

4. Section 80.51 is amended by removing and reserving this section.

Subpart B – Applications and Licensing

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§ 80.51 [Reserved]

5. Section 80.89 is amended by deleting paragraph (e) and redesignating paragraph (f) as paragraph (e).

6. Section 80.93 is amended by revising paragraph (c) to read as follows:

Subpart C – Operating Requirements and Procedures

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§ 80.93 Hours of service.

* * * * *

(c) *Compulsory ship stations.* (1) Compulsory ship stations whose service is not continuous may not suspend operation before concluding all traffic originating in or destined for public coast stations situated within their range and mobile stations which have indicated their presence.

(2) For GMDSS ships and for ships voluntarily fitting GMDSS subsystems, radios shall be turned on and set to proper watch channels while ships are underway. If ship has duplicate GMDSS installations for DSC or INMARSAT, only one of each must be turned on and keeping watch.

* * * * *

7. Section 80.102 is amended by redesignating paragraph (e) as paragraph (f) and adding a new paragraph (e) to read as follows:

§ 80.102 Radiotelephone station identification.

* * * * *

(e) Voice traffic in the INMARSAT system is closed to other parties except the two stations involved and the identification is done automatically with the establishment of the call. Therefore, it is not necessary for these stations to identify themselves periodically during the communication. For terrestrial systems using DSC to establish radiotelephone communications, the identification is made at the beginning of the call. In these cases, both parties must identify themselves by ship name, call sign or MMSI at least once every 15 minutes during radiotelephone communications.

* * * * *

8. Section 80.103 is amended by revising paragraph (c) to read as follows:

§ 80.103 Digital selective calling (DSC) operating procedures.

* * * * *

(c) DSC acknowledgement of DSC distress and safety calls must be made by designated coast stations and such acknowledgement must be in accordance with procedures contained in CCIR Recommendation 541. Nondesignated public and private coast stations must follow the guidance provided for ship stations in CCIR Recommendation 541 with respect to DSC "Acknowledgement of distress calls" and "Distress relays." (*See* subpart W of this part.)

9. Section 80.116 is amended by deleting paragraph (h).

§ 80.116 Radiotelephone operating procedures for ship stations.

* * * * *

(h) [Deleted]

10. Section 80.141 is amended by revising paragraph (c) to read as follows:

§ 80.141 General provision for ship stations.

* * * * *

(c) *Service requirements for vessels.* Each ship station provided for compliance with Part II of Title III of the Communications Act must provide a public correspondence service on voyages of more than 24 hours for any person who requests the service. Compulsory radiotelephone ships must provide this service for at least four hours daily. The hours must be prominently posted at the principal operating location of the station.

* * * * *

11. Section 80.145 is amended by removing and reserving this section.

§ 80.145 [Reserved]

12. Section 80.148 is amended by deleting paragraph (c) and revising the introductory text to read as follows:

§ 80.148 Watch on 156.8 MHz (Channel 16).

Until February 1, 2005, each compulsory vessel, while underway, must maintain a watch for radiotelephone distress calls on 156.800 MHz whenever such station is not being used for exchanging communications. For GMDSS ships, 156.525 MHz is the calling frequency for distress, safety, and general communications using digital selective calling and the watch on 156.8 MHz is provided so that ships not fitted with DSC will be able to call the GMDSS ships, thus providing a link between GMDSS and non-GMDSS compliant ships. The watch on 156.800 MHz is not required:

* * * * *

13. Section 80.151 is amended by adding new paragraphs (b)(7) and (b)(8) to read as follows:

Subpart D – Operator Requirements

* * * * *

§ 80.151 Classification of operator licenses and endorsements.

* * * * *

(b) * * * * *

(7) GOL. GMDSS Radio Operator license (General Operator's Certificate).

(8) ROL. Restricted GMDSS Radio Operator license (Restricted Operator's Certificate).

* * * * *

14. Section 80.159 is amended by redesignating paragraph (d) as paragraph (e) and adding a new paragraph (d) to read as follows:

§ 80.159 Operator requirements of Title III of the Communications Act and the Safety Convention.

* * * * *

(d) Each passenger ship equipped with a GMDSS installation in accordance with subpart W of this part shall carry at least two persons holding either an appropriate GMDSS Radio Operator License or an Restricted GMDSS Radio Operator License, as specified in § 13.2 of this chapter.

* * * * *

15. Section 80.165 is revised to read as follows:

§ 80.165 Operator requirements for voluntary stations.

	Minimum operator license	
Ship Morse telegraph		T-2.
Ship direct-printing telegraph		MP.
Ship telephone, more than 250 watts carrier power or 1,000 watts peak envelope power.		G.
Ship telephone, not more than 250 watts carrier power or 1,000 watts peak envelope power.		MP.
Ship telephone, not more than 100 watts carrier power or 400 watts peak envelope power:		
Above 30 MHz	None.\1\	
Below 30 MHz	RP.	
Ship earth station		RP.
Terrestrial DSC ship telephone		ROL.\2\

\1\ RP required for international voyage.
\2\ GOL required for voyages in Sea Areas A3 or A4

16. Section 80.203 is amended by revising paragraph (g) to read as follows:

Subpart E – General Technical Standards

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§ 80.203 Authorization of transmitters for licensing.

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(g) Manufacturers of ship earth station transmitters intended for use in the INMARSAT space segment must comply with the verification procedures given in part 2 of this chapter. Such equipment must be verified in accordance with the technical requirements provided by INMARSAT and must be type approved by INMARSAT for use in the INMARSAT space segment. The ship earth station input/output parameters, the data obtained when the equipment is integrated in system configuration and the pertinent method of test procedures that are used for type approval of the station model which are essential for the compatible operation of that station in the INMARSAT space segment must be disclosed by the manufacturer upon request of the FCC or the United States Signatory. Witnessing of the type approval tests and the disclosure of the ship earth station equipment design or any other information of a proprietary nature will be at the discretion of the ship earth station manufacturer.

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17. Section 80.205 is amended by adding an entry to the table in paragraph (a) between J2C and J3C to read as follows:

§ 80.205 Bandwidths.

Class of emission	Emission designator	Authorized bandwidth (kHz)
* * *	* * *	* * *
J2D[14]	2K80J2D	3.0
* * * * *	* * * * *	* * * * *

* * * * *

[14] The information is contained in multiple very low level subcarriers.

18. Section 80.207 is amended by revising paragraph (d) to read as follows:

§ 80.207 Classes of emission.

* * * * *

(d) The authorized classes of emission are as follows:

Types of stations	Classes of emission
Ship Stations[1]	
Radiotelegraphy:	
* * * * *	
1605-27500 kHz:	
Manual[15 16 17]	A1A, J2A, J2B, J2D
DSC[16]	F1B, J2B
NB-DP[14 16]	F1B, J2B, J2D
* * *	* * *
Radiotelephony:	
1605-27500 kHz[5 16]	H3E, J2D, J3E, R3E
* * *	
Land Stations[1]	
Radiotelegraphy:	
* * * * *	
4000-27500 kHz:	
Manual[16]	A1A, J2A, J2B, J2D
DSC[18]	F1B, J2B

NB-DP[14 18].....	F1B, J2B, J2D
* * *	* * *
Alaska--Fixed[17 18].....	A1A, A2A, F1B, F2B, J2B, J2D
* * *	
Radiotelephony:	
1605-27500 kHz[18 19].....	
* * * * *	H3E, J2D, J3E, R3E

[1] Excludes distress, EPIRBs, survival craft, and automatic link establishment.

* * * * *

[5] Transmitters type accepted prior to December 31, 1969, for emission H3E, J3E, and R3E and an authorized bandwidth of 3.5 kHz may continue to be operated. These transmitters will not be authorized in new installations.

* * * * *

[14] NB-DP operations which are not in accordance with CCIR Recommendation 625 or 476 are permitted to utilize any modulation, so long as emissions are within the limits set forth in § 80.211(f) of this chapter.

[15] J2B is permitted only on 2000-27500 kHz.

[16] J2D is permitted only on 2000-27500 kHz, and ship stations employing J2D emissions shall at no time use a peak envelope power in excess of 1.5 kW per channel.

[17] J2B and J2D are permitted provided they do not cause harmful interference to A1A.

[18] Coast stations employing J2D emissions shall at no time use a peak envelope power in excess of 10 kW per channel.

[19] J2D is permitted only on 2000-27500 kHz.

19. Section 80.223 is amended by deleting paragraphs (b) and (c), redesignating paragraph (d) as (b), and revising paragraph (a) to read as follows:

§ 80.223 Special requirements for survival craft stations.

(a) Survival craft stations capable of transmitting on 121.500 MHz must be able to operate with A3E or A3N emission.

* * * * *

20. Section 80.310 is revised to read as follows:

Subpart G – Safety Watch Requirements and Procedures

* * * * *

§ 80.310 Watch required by voluntary vessels.

Voluntary vessels not equipped with DSC must maintain a watch on 156.8 MHz (channel 16) whenever the vessel is underway and the radio is not being used to communicate. Voluntary vessels with DSC must maintain a watch on 156.525 MHz (channel 70) whenever the vessel is underway. Non commercial vessels, such as recreational boats, may alternatively maintain a watch on 156.450 MHz (channel 9) for call and reply purposes. Vessels voluntarily fitting additional radio equipment shall have it turned on and set to the appropriate watch frequency whenever underway and it is not being used to communicate.

21. Section 80.353 is amended by removing and reserving this section.

Subpart H – Frequencies

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§ 80.353 [Reserved]

22. Section 80.355 is amended by deleting paragraph (c)(1), redesignating paragraphs (c)(2) and (c)(3) as (c)(1) and (c)(2), and revising the newly designated paragraph (c)(1) and paragraph (d)(2) to read as follows:

§ 80.355 Distress, urgency, safety, call and reply Morse code frequencies.

* * * * *

(c)(1) *Ship station frequencies.* The following table describes the calling frequencies in the 4000-27500 kHz band which are available for use by authorized ship stations equipped with crystal-controlled oscillators for A1A, J2A, J2B, or J2D radiotelegraphy. * * *

* * * * *

(d) * * * * *

(2) EPIRB stations may be assigned 121.500 MHz and 243 MHz using A3E, A3X and NON emission or 406.025 MHz using G1D emission to aid search and rescue operations. See subpart V of this part.

23. Section 80.357 is amended by revising the title and introductory paragraph and paragraph (b)(1) to read as follows:

§ 80.357 Working frequencies for Morse code and data transmission.

This section describes the working frequencies assignable to maritime stations for A1A, J2A, J2B (2000-27500 kHz band only), or J2D (2000-27500 kHz band only) radiotelegraphy.

* * * * *

(b) *Coast station frequencies*--(1) *Frequencies in the 100-27500 kHz band.* The following table describes the working carrier frequencies in the 100-27500 kHz band which are assignable to coast stations located in the designated geographical areas. The exclusive maritime mobile HF bands listed in the table contained in § 80.363(a)(2) of this chapter are also available for assignment to public coast stations for A1A, J2A, J2B, or J2D radiotelegraphy following coordination with government users.

* * * * *

24. Section 80.361 is amended by redesignating paragraph (a)(1) as paragraph (a) and deleting paragraph (a)(2), and by revising paragraph (b) to read as follows:

§ 80.361 Frequencies for narrow-band direct-printing (NBDP), radioprinter and data transmissions.

* * * * *

(b) The following table describes the frequencies and Channel Series with F1B, J2B, or J2D emission which are assignable to ship stations for NBDP and data transmissions with other ship stations and public coast stations. Public coast stations may receive only on these frequencies.

* * * * *

25. Section 80.373 is amended by revising paragraphs (c)(2)(ii) and (f) to read as follows:

§ 80.373 Private communications frequencies.

* * * * *

(c) * * * * *

(2) * * * * *

(ii) The emissions must be J3E except that when DSC is used the emission must be F1B, J2B, or J2D; and

* * * * *

(f) *Frequencies in the 156-162 MHz band.* The following tables describe the carrier frequencies available in the 156-162 MHz band for radiotelephone communications between ship and private coast stations. (Note: the letter "A" following the channel designator indicates simplex operation on a channel designated internationally as a duplex channel.)

Frequencies in the 156-162 MHz band

Channel designator	Carrier frequency (MHz) Ship transmit	Carrier frequency (MHz) Coast transmit	Points of communication (Intership and between Coast and ship unless otherwise indicated)
Port Operations			
01A[1]	156.050	156.050	
63A[1]	156.175	156.175	
05A[2]	156.250	156.250	
65A	156.275	156.275	
66A	156.325	156.325	
12[3]	156.600	156.600	
73	156.675	156.675	
14[3]	156.700	156.700	
74	156.725	156.725	
77[4]	156.875		Intership only.
20A[12]	157.000		Intership only.
Navigational (Bridge-to-Bridge)[5]			
13[6]	156.650	156.650	
67[7]	156.375	156.375	
Commercial			
01A[1]	156.050	156.050	
63A[1]	156.175	156.175	
07A	156.350	156.350	
67[7]	156.375		Intership only.
08	156.400		Do.
09	156.450	156.450	
10	156.500	156.500	
11[3]	156.550	156.550	
18A	156.900	156.900	
19A	156.950	156.950	
79A	156.975	156.975	
80A	157.025	157.025	
88A[8]	157.425		Intership only.
72[14]	156.625		Intership only.
Digital Selective Calling			
70[15]	156.525	156.525	
Noncommercial			
68[17]	156.425	156.425	

09[16]	156.450	156.450	
69	156.475	156.475	
71	156.575	156.575	
72	156.625	.....	Intership only.
78A	156.925	156.925	
79A	156.975	156.975	Great Lakes only.
80A	157.025	157.025	Do.
67[14]	156.375	.....	Intership only.
Distress, Safety and Calling			
16	156.800	156.800	
Intership Safety			
06	156.300	.....	a. Intership, or b. For SAR: Ship and aircraft for the U.S. Coast Guard.
Environmental			
15[13]	.....	156.750	Coast to ship only.
Maritime Control			
17[9, 10]	156.850	156.850	
Liaison, U.S. Coast Guard			
22A[11]	157.100	157.100	Ship, aircraft, and coast stations of the U.S. Coast Guard and at Lake Mead, Nev., ship and coast stations of the National Park Service, U.S. Department of the Interior.

[1] 156.050 MHz and 156.175 MHz are available for port operations and commercial communications purposes when used only within the U.S. Coast Guard designated Vessel Traffic Services (VTS) area of New Orleans, on the lower Mississippi River from the various pass entrances in the Gulf of Mexico to Devil's Swamp Light at River Mile 242.4 above head of passes near Baton Rouge.

[2] 156.250 MHz is available for port operations communications use only within the U.S. Coast Guard designated VTS radio protection areas of New Orleans and Houston described in § 80.383.

[3] 156.550 MHz, 156.600 MHz and 156.700 MHz are available in the U.S. Coast Guard designated port areas only for VTS communications and in the Great Lakes available primarily for communications relating to the movement of ships in sectors designated by the St. Lawrence Seaway Development Corporation or the U.S. Coast Guard. The use of these frequencies outside VTS and ship movement sector protected areas is permitted provided they cause no interference to VTS and ship movement communications in their respective designated sectors.

[4] Use of 156.875 MHz is limited to communications with pilots regarding the movement and docking of ships. Normal output power must not exceed 1 watt.

[5] 156.375 MHz and 156.650 MHz are available primarily for intership navigational communications. These frequencies are available between coast and ship on a secondary basis when used on or in the vicinity of locks or drawbridges. Normal output power must not exceed 1 watt. Maximum output power must not exceed 10 watts for coast stations or 25 watts for ship stations.

[6] On the Great Lakes, in addition to bridge-to-bridge communications, 156.650 MHz is available for vessel control purposes in established vessel traffic systems. 156.650 MHz is not available for use in the Mississippi River from South Pass Lighted Whistle Buoy "2" and Southwest Pass entrance Mid-channel Lighted Whistle Buoy to mile 242.4

above Head of Passes near Baton Rouge. Additionally it is not available for use in the Mississippi River-Gulf Outlet, the Mississippi River-Gulf Outlet Canal, and the Inner Harbor Navigational Canal, except to aid the transition from these areas.

[7] Use of 156.375 MHz is available for navigational communications only in the Mississippi River from South Pass Lighted Whistle Buoy "2" and Southwest Pass entrance Mid-channel Lighted Whistle Buoy to mile 242.4 above Head of Passes near Baton Rouge, and in addition over the full length of the Mississippi River-Gulf Outlet Canal from entrance to its junction with the Inner Harbor Navigational Canal, and over the full length of the Inner Harbor Navigational Canal from its junction with the Mississippi River to its entry to Lake Pontchartrain at the New Seabrook vehicular bridge.

[8] Within 120 km (75 miles) of the United States/Canada border, in the area of the Puget Sound and the Strait of Juan de Fuca and its approaches, 157.425 MHz is half of the duplex pair designated as Channel 88. In this area, Channel 88 is available to ship stations for communications with public coast stations only. More than 120 km (75 miles) from the United States/Canada border, in the area of the Puget Sound and the Strait of Juan de Fuca, its approaches, the Great Lakes, and the St. Lawrence Seaway, 157.425 MHz is available for intership and commercial communications. Outside Puget Sound area and its approaches and the Great Lakes, 157.425 MHz is also available for communications between commercial fishing vessels and associated aircraft while engaged in commercial fishing activities.

[9] When the frequency 156.850 MHz is authorized, it may be used additionally for search and rescue training exercises conducted by state or local governments.

[10] The frequency 156.850 MHz is additionally available to coast stations on the Great Lakes for transmission of scheduled Coded Marine Weather Forecasts (MAFOR), Great Lakes Weather Broadcast (LAWEB) and unscheduled Notices to Mariners or Bulletins. F3C and J3C emissions are permitted. Coast stations on the Great Lakes must cease weather broadcasts which cause interference to stations operating on 156.800 MHz until the interference problem is resolved.

[11] The frequency 157.100 MHz is authorized for search and rescue training exercises by state or local government in conjunction with U.S. Coast Guard stations. Prior U.S. Coast Guard approval is required. Use must cease immediately on U.S. Coast Guard request.

[12] The duplex pair for channel 20 (157.000/161.600 MHz) may be used for ship to coast station communications.

[13] Available for assignment to coast stations, the use of which is in accord with an agreed program, for the broadcast of information to ship stations concerning the environmental conditions in which vessels operate, i.e., weather; sea conditions; time signals; notices to mariners; and hazards to navigation.

[14] Available only in the Puget Sound and the Strait of Juan de Fuca.

[15] The frequency 156.525 MHz is to be used exclusively for distress, safety and calling using digital selective calling techniques. No other uses are permitted.

[16] The frequency 156.450 MHz is available for intership, ship and coast general purpose calling by noncommercial vessels, such as recreational boats and private coast stations.

[17] The frequency 156.425 MHz is assigned by rule to private coast stations in Alaska for facsimile transmissions as well as voice communications.

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26. Section 80.401 is amended to add publications appropriate for GMDSS ships.

Subpart I – Station Documents

* * * * *

§ 80.401 Station documents requirement.

Licensees of radio stations are required to have current station documents as indicated in the following table:

LEGEND:
R = REQUIRED

DOCUMENTS →

	Radio Station Category	Station License	Appropriate Operator Authorization	Station Logs	Appropriate Safety Convention Certificate	Communications Act Safety Certificate	Great Lakes Radio Agreement Safety Certificate	Bridge to Bridge Act Safety Certificate	Part 80; FCC Rules and Regulations	Alphabetical List of Maritime Mobile Call Signs	List of Ship Stations	Manual for Use by Maritime Mobile (M/M) Service & M/M Satellite Service	List of Coast Stations	List of Radiodetermination and Special Services Stations	Station Equipment Records
Shipboard:	Telegraph; Title III, Part II/Safety Convention	R1	R	R	R				R	R	R	R	R	R	
	Telephone; Title III, Part II/Safety Convention	R1	R	R	R				R			R	R2		
	Telephone; Title III, Part II	R1	R	R					R						
	Telephone; Title III, Part III	R1	R	R		R			R						
	Telephone; Great Lakes Radio Agreement	R	R	R4			R4								
	Telephone; Bridge-to-Bridge Act	R	R	R				R							
	Radar	R													
	On Board	R													R
	Voluntary	R	R												
Land:	Public Coast (MF)	R	R	R					R	R3	R3	R3			
	Public Coast (HF)	R	R	R					R	R	R	R			
	Public Coast (VHF)	R	R	R					R						
	Private Coast	R	R												
	Radio Determination	R	R												
	Operational Fixed	R	R												
	Maritime Support	R	R												
	Alaska – Public Fixed	R	R	R											
	Alaska – Private Fixed	R	R												
Ship/Coast:	Marine Utility	R	R												

Notes: 1. The expired station license must be retained in the station records until the first Commission inspection after the expiration date.

2. Alternatively, a list of coast stations maintained by the licensee with which communications are likely to be conducted, showing watch-keeping hours, frequencies and charges, is authorized.

3. Required only if station provides a service to ocean-going vessels.

4. Certification of a Great Lakes Agreement inspection may be made by either a log entry or issuance of a Great Lakes Agreement certificate. Radiotelephone logs containing entries certifying that a Great Lakes Agreement inspection has been conducted must be retained and be available for inspection by the FCC for 2 years after the date of the inspection.

27. Section 80.405 is amended by revising paragraph (a) to read as follows:

§ 80.405 Station license.

(a) *Requirement.* Stations must have an authorization granted by the Federal Communications Commission unless the station is licensed by rule as defined by Section 80. 13 (c) of this Part..

* * * * *

28. Section 80.409 is amended by revising paragraph (e) to read as follows:

§ 80.409 Station logs.

* * * * *

(e) *Ship radiotelephone logs.* Logs of ship stations which are compulsorily equipped for radiotelephony must contain the following applicable log entries and the time of their occurrence:

(1) A summary of distress communications heard, and urgency communications affecting the station's own ship;

(2) A summary of safety communications on other than VHF channels affecting the station's own ship;

(3) An entry that pre-departure equipment checks were satisfactory and that required publications are on hand. Daily entries of satisfactory tests to ensure the continued proper functioning of GMDSS equipment shall be made.

(4) An entry describing any malfunctioning GMDSS equipment and another entry when the equipment is restored to normal operation.

(5) A weekly entry that (1) the proper functioning of digital selective calling (DSC) equipment has been verified by actual communications or a test call, (2) the batteries or other reserve power sources are functioning properly, (3) the portable survival craft radio gear and radar transponders have been tested, and (4) the EPIRBs have been inspected.

(6) The time of any inadvertent transmissions of distress, urgency and safety signals including the time and method of cancellation.

(7) At the beginning of each watch, the Officer of the Deck, or GMDSS Operator on watch, if one is provided, shall ensure that the navigation receiver is functioning properly and is interconnected to all GMDSS alerting devices which do not have integral navigation receivers, including: VHF DSC, MF

DSC, satellite EPIRB and HF DSC or INMARSAT SES. On a ship without integral or directly connected navigation receiver input to GMDSS equipment, the Officer of the Deck, or GMDSS Operator on watch, shall update the embedded position in each equipment. An appropriate log entry of these actions shall be made.

(8) A GMDSS radio log entry shall be made whenever GMDSS equipment is exchanged or replaced (ensuring that ship MMSI identifiers are properly updated in the replacement equipment), when major repairs to GMDSS equipments are accomplished, and when annual GMDSS inspections are conducted.

* * * * *

29. Section 80.415 is amended by revising the title and text as follows:

§ 80.415 Publications.

(a) The following publications listed in the table contained in § 80.401 are published by the International Telecommunications Union (ITU):

(1) Manual for Use of the Maritime Mobile and Maritime Mobile-Satellite Services.

(2) List IV--List of Coast Stations.

(3) List V--List of Ship Stations.

(4) List VI--List of Radiodetermination and Special Services Stations.

(5) List VII A--Alphabetical List of Call Signs of Stations Used by the Maritime Mobile Service, Ship Station Selective Call Numbers or Signals and Coast Station Identification Numbers or Signals.

These publications may be purchased from:

International Telecommunication Union, General Secretariat--Sales Section, Place des Nations, CH-1211 Geneva 20, Switzerland

(b) The following publications listed in the table contained in § 80.401 are available as follows:

(1) IMO GMDSS Master Plan may be purchased from International Maritime Organization (IMO), Publications, 4 Albert Embankment, LonSEE SE1 7 SR, United Kingdom; telephone 011 44 71 735 7611.

(2) U.S. NIMA Pub 117

(3) Admiralty List of Radio Signals Volume 5 Global Maritime Distress and Safety System

30. Section 80.807 is amended by revising paragraphs (a)(5) and (b)(3) to read as follows:

Subpart Q – Compulsory Radiotelegraph Installations for Vessels 1600 Gross Tons

* * * * *

§ 80.807 Requirements of radiotelephone installation.

* * * * *

(a) * * * * *

(5) This transmitter may be contained in the same enclosure as the receiver required by paragraph (b) of this section. These transmitters may have the capability to transmit J2D or J3E transmissions.

(b) * * * * *

(3) This receiver may be contained in the same enclosure as the transmitter required by paragraph (a) of this section. These receivers may have the capability to receive J2D or J3E transmissions.

* * * * *

31. Section 80.905 is amended to read as follows:

Subpart S – Compulsory Radiotelephone Installations for Small Passenger Boats

* * * * *

§ 80.905 Vessel radio equipment.

(a) * * * * *

(1) Vessels operated solely within the communications range of a VHF public coast station or U.S. Coast Guard station that maintains a watch on 156.800 MHz while the vessel is navigated must be equipped with a VHF-DSC radiotelephone installation. Vessels in this category must not operate more than 20 nautical miles from land.

(2) Vessels operated beyond the 20 nautical mile limitation specified in paragraph (a)(1) of this section, but not more than 100 nautical miles from the nearest land, must be equipped with a MF-DSC transmitter capable of transmitting J3E emission and a receiver capable of reception of J3E emission within the band 1710 to 2850 kHz, in addition to the VHF-DSC radiotelephone installation required by paragraph (a)(1) of this section. The MF-DSC transmitter and receiver must be capable of operation on 2670 kHz.

(3) Vessels operated more than 100 nautical miles but not more than 200 nautical miles from the nearest land must:

(i) Be equipped with a VHF-DSC radiotelephone installation;

(ii) Be equipped with an MF-DSC radiotelephone transmitter and receiver meeting the requirements of paragraph (a)(2) of this section; and

* * * * *

(vii) Participate in the AMVER system while engaged on any voyage where the vessel is navigated in the open sea for more than 24 hours. Copies of the AMVER Bulletin are available at: AMVER Maritime Relations, Battery Park Building, New York, NY 10004. Phone 212-668-7764; Fax 212-668-7684; rkenney@batteryny.uscg.mil.

(4) Vessels operated more than 200 nautical miles from the nearest land must:

(i) Be equipped with two VHF-DSC radiotelephone installations;

(ii) Be equipped with an MF-DSC radiotelephone transmitter and receiver meeting the requirements of paragraph (a)(2) of this section;

* * * * *

(ix) Participate in the AMVER system while engaged on any voyage where the vessel is navigated in the open sea for more than 24 hours. Copies of the AMVER Bulletin are available at: AMVER Maritime Relations, Battery Park Building, New York, NY 10004. Phone 212-668-7764; Fax 212-668-7684; rkenney@batteryny.uscg.mil.

(b) For a vessel that is navigated within the communication range of a VHF public coast station or U.S. Coast Guard station, but beyond the 20 nautical mile limitation specified in paragraph (a)(1) of this section, an exemption from the band 1605 to 2850 kHz installation requirements may be granted if the vessel is equipped with a VHF-DSC transmitter and receiver. An application for exemption must include a chart showing the route of the voyage or the area of operation of the vessel, and the receiving service area of the VHF public coast or U.S. Coast Guard station. The coverage area of the U.S. Coast Guard station must be based on written information from the District Commander, U.S. Coast Guard, a copy of which must be furnished with the application. The coverage area of a public coast station must be computed by the method specified in subpart P of this part.

(c) * * * * *

(d) A VHF-DSC radiotelephone installation or a remote unit must be located at each steering station except those auxiliary steering stations which are used only during brief periods for docking or for close-in maneuvering. A single portable VHF-DSC radiotelephone set meets the requirements of this paragraph if adequate permanent mounting arrangements with suitable power provision and antenna feed are installed at each operator steering station. Additionally, for vessels of more than 100 gross tons, the

radiotelephone installation must be located at the level of the main wheelhouse or at least one deck above the vessel's main deck.

32. Section 80.933 is amended by revising paragraph (c) introductory text to read as follows:

§ 80.933 General small passenger vessel exemptions.

* * * * *

(c) U.S. passenger vessels of less than 100 gross tons operated on domestic or international voyages are exempt from the radiotelegraph requirements of Part II of Title III of the Communications Act and the MF radiotelephone requirements of this subpart until six months after the Coast Guard notifies the Commission that shore-based Sea Area A1 and A2 coverage is established, if the following criteria are fully met:

* * * *

33. Section 80.1053 is amended by revising the text to read as follows:

Subpart V – Emergency Position Indicating Radiobeacons (EPIRBs)

* * * * *

§ 80.1053 Special requirements for Class A EPIRB stations.

Class A EPIRBs shall not be manufactured, imported, or sold in the United States on or after February 1, 2003. Class A EPIRB stations installed on board vessels before February 1, 2003 may be used until December 31, 2006, and not thereafter. New Class A EPIRBs will no longer be certified by the Commission.

(a) * * * * *

* * * *

34. Section 80.1055 is amended by revising the text to read as follows:

§ 80.1055 Special requirements for Class B EPIRB stations.

Class B EPIRBs shall not be manufactured, imported, or sold in the United States on or after February 1, 2003. Class B EPIRB stations installed on board vessels before February 1, 2003 may be used until December 31, 2006, and not thereafter. New Class B EPIRBs will no longer be certified by the Commission.

(a) * * * * *

* * * *

35. Section 80.1057 is amended by removing and reserving this section.

§ 80.1057 [Reserved]

36. Section 80.1059 is amended by revising the text to read as follows:

§ 80.1059 Special requirements for Class S EPIRB stations.

Class S EPIRBs shall not be manufactured, imported, or sold in the United States on or after February 1, 2003. Class S EPIRB stations installed on board vessels before February 1, 2003 may be used until December 31, 2006, and not thereafter. New Class S EPIRBs will no longer be certified by the Commission.

(a) * * * * *

* * * *

37. Section 80.1061 is amended by revising the text to read as follows:

§ 80.1061 Special requirements for 406.025 MHz EPIRB stations.

(a) Notwithstanding the provisions in paragraph (b) of this section, 406.025 MHz EPIRBs must meet all the technical and performance standards contained in the Radio Technical Commission for Maritime Services document titled ``RTCM Recommended Standards for 406 MHz Satellite Emergency Position-Indicating Radiobeacons (EPIRBs)" dated July 31, 1987, with editorial updates of December 31, 1987 (RTCM Recommended Standards). This RTCM document is incorporated by reference in accordance with 5 U.S.C. 552(a). The document is available for inspection at Commission headquarters in Washington, D.C. or may be obtained from the Radio Technical Commission for Maritime Services, 1800 Diagonal Road, Suite 600, Alexandria, VA 22314. Phone 703-684-4481; Fax 703-684-4229; email wtadams@rtcm.org.

(b) * * * * *

(c) Prior to submitting a certification application for a 406 MHz radiobeacon, the radiobeacon must be certified by a test facility recognized by one of the COSPAS/SARSAT Partners that the equipment satisfies the design characteristics associated with the measurement methods described in Appendix B of the RTCM Recommended Standards. Additionally, the radiobeacon must be certified by a test facility recognized by the U.S. Coast Guard to certify that the equipment complies with the U.S. Coast Guard environmental and operational requirements associated with the test procedures described in Appendix A of the RTCM Recommended Standards. Information regarding the recognized test facilities may be obtained from Commandant (G-MVI), U.S. Coast Guard, 2100 2nd Street SW, Washington, DC 20593-0001.

(1) After a 406.025 MHz EPIRB has been certified by the recognized test facilities the following information must be submitted in duplicate to the Commandant (G-MVI), U.S. Coast Guard, 2100 2nd Street SW, Washington, DC 20593-0001:

* * * * *

38. Section 80.1073 is amended to read as follows:

Subpart W – Global Maritime Distress and Safety System (GMDSS)

* * * * *

§ 80.1073 Radio operator requirements for ship stations.

(a) Ships must carry at least two persons holding GMDSS Radio Operator's Licenses as specified in § 13.2 of this chapter for distress and safety radiocommunications purposes. The GMDSS Radio Operator's License qualifies personnel as GMDSS radio operator for the purposes of operating GMDSS radio installation, including basic equipment adjustments as denoted in knowledge requirements specified in § 13.21 of this chapter.

(1) A qualified GMDSS radio operator must be designated to have primary responsibility for radiocommunications during distress incidents, except if the vessel operates in Sea Area A1 exclusively, in which case a qualified restricted radio operator may be so designated.

(2) A second qualified GMDSS radio operator or restricted GMDSS radio operator must be designated as backup for distress and safety radiocommunications.

(b) A qualified GMDSS radio operator, and a qualified backup, as specified in paragraph (a) of this section, must be:

(1) Available to act as the dedicated radio operator in cases of distress as described in § 80.1109(a);

(2) Designated to perform as part of normal routine each of the applicable communications described in § 80.1109(b);

(3) Responsible for selecting HF DSC guard channels and receiving scheduled maritime safety information broadcasts;

(4) Designated to perform communications described in § 80.1109(c);

(5) Responsible for ensuring that the watches required by § 80.1123 are properly maintained; and

(6) Responsible for ensuring that the ship's navigation position is entered, either manually or automatically through a navigation receiver, into all installed DSC equipment at least every four hours while the ship is underway.

39. Section 80.1074 is amended by deleting paragraph (b), redesignating paragraphs (c) and (d) as (b) and (c), and revising paragraph (a) to read as follows:

§ 80.1074 Radio maintenance personnel for at-sea maintenance.

(a) Ships that elect the at-sea option for maintenance of GMDSS equipment (*see* § 80.1105) must carry at least one person who qualifies as a GMDSS radio maintainer for the maintenance and repair of equipment specified in this subpart. This person may be, but need not be, the person designated as GMDSS radio operator as specified in § 80.1073 of this part.

* * * * *

40. Section 80.1077 is amended to read as follows:

§ 80.1077 Frequencies.

The following table describes the frequencies used in the Global Maritime Distress and Safety System:

Alerting:	
406 EPIRBs.....	406-406.1 MHz (Earth-to-space).
	1544-1545 MHz (space-to-Earth).
INMARSAT Ship Earth Stations capable of voice and/or direct printing.....	1626.5-1645.5 MHz (Earth-to-space).

* * * * *

41. Section 80.1083 is amended by adding a new paragraph (d) to read as follows:

§ 80.1083 Ship radio installations.

* * * * *

(d) A Shipborne Integrated Radiocommunication System (IRCS) may be utilized to integrate all GMDSS equipment into a standard operator's console. Such installation must be type accepted in accordance with § 80.1103 and meet the requirements of IMO Assembly Resolution A.811(19).

42. Section 80.1085 is amended by revising paragraph (d) and adding a new paragraph (e) to read as follows:

§ 80.1085 Ship radio equipment--General.

* * * * *

(d) Ships must carry either the most recent edition of the IMO publication entitled GMDSS Master Plan of Shore-Based Facilities, the U.S. NIMA Publication 117, or the Admiralty List of Radio Signals Volume 5 Global Maritime Distress and Safety System. Notice of new editions will be published on the Commission's Wireless Telecommunications Bureau web page under Marine Services and information will be provided about obtaining the new document.

(e) All GMDSS equipment capable of transmitting an automatic distress alert which includes position of the ship must have either an integral navigation receiver or capability of being connected to an external navigation receiver. If an external navigation receiver is installed, it shall be connected to all of the alerting devices referred to above. If there is no navigation receiver, the position must be entered manually for each alerting device at least once every 4 hours (at the change of the navigation watch).

43. Section 80.1091 is amended to add a note at the end of paragraph (a)(4)(iii) to read as follows:

§ 80.1091 Ship radio equipment -- Sea areas A1, A2, and A3.

(a) * * * * *

(4) * * * * *

(iii) * * * * *

Note -- For ships subject to this subpart, sailing only in domestic waters, alternative satellite system fitting may be considered. However, the satellite system fitted must comply with all features of the INMARSAT system for its intended function. These are shown in IMO Assembly Resolution A.801(19) Annex 5 Criteria for Use When Providing Inmarsat Shore-Based Facilities for Use in the GMDSS. In any case, the alternative satellite system must provide continuous coverage for all sea areas in which the ship intends to sail.

44. Section 80.1099 is amended by revising paragraph (f)(2) to read as follows:

§ 80.1099 Ship sources of energy.

* * * * *

(f) * * * * *

(2) Battery charge levels should be checked at intervals of 30 days or less with equipment turned ON and the battery charger turned OFF. Portable equipment with primary batteries such as EPIRBs and SARTs should be checked at the same intervals using methods recommended by the manufacturer. The results of battery checks should be recorded in the radio log.

* * * * *

45. Section 80.1101 is revised to read as follows:

§ 80.1101 Performance standards.

(a) * * * * *

(2) International Telecommunication Union - Telecommunication Standardization Bureau (ITU-T).

* * * * *

(5) International Telecommunication Union - Radiocommunication Bureau (ITU-R).

(b) * * * * *

(2) ITU-T Recommendation E.161, ``Arrangement of Figures, Letters and Symbols on Telephones and Other Devices that Can Be Used for Gaining Access to a Telephone Network," 1989.

(3) ITU-T Recommendation Q.11, ``Numbering Plan for the International Telephone Service," 1989.

* * * * *

(c) * * * * *

(1) * * * * *

(ii) ITU-R Recommendation M.540-2, ``Operational and Technical Characteristics for an Automated Direct-printing Telegraph System for Promulgation of Navigational and Meteorological Warnings and Urgent Information to Ships," 1990.

(2) *VHF radio equipment*: (i) IMO Resolution A.803(19), ``Performance Standards for Shipborne VHF Radio Installations Capable of Voice Communication and Digital Selective Calling," adopted 23 November 1995.

(ii) ITU-R Recommendation M.493-9, ``Digital Selective-calling System for use in the Maritime Mobile Service," 1997, and ITU-R Recommendation M.541-8, "Operational procedures for the use of digital selective-calling equipment in the maritime mobile service," 1997.

(3) *MF radio equipment:* (i) IMO Resolution A.804(19), ``Performance Standards for Shipborne MF Radio Installations Capable of Voice Communication and Digital Selective Calling," adopted 23 November 1995.

(ii) ITU-R Recommendation M.493-9, ``Digital Selective-calling System for use in the Maritime Mobile Service,'' 1997, and ITU-R Recommendation M.541-8, "Operational procedures for the use of digital selective-calling equipment in the maritime mobile service," 1997.

(4) *MF/HF radio equipment*: (i) IMO Resolution A.806(19), ``Performance Standards for Shipborne MF/HF Radio Installations capable of Voice Communication, Narrow-band Direct Printing and digital Selective Calling,'' adopted 23 November 1995.

(ii) ITU-R Recommendation M.493-9, ``Digital Selective-calling System for use in the Maritime Mobile Service,'' 1997, and ITU-R Recommendation M.541-8, "Operational procedures for the use of digital selective-calling equipment in the maritime mobile service," 1997.

(iii) ITU-R Recommendation M.625-3, ``Direct-printing Telegraph Equipment Employing Automatic Identification in the Maritime Mobile Service,'' 1995. Equipment may conform to ITU-R Recommendation M.476-5, ``Direct-Printing Telegraph Equipment in the Maritime Mobile Service,'' 1995, in lieu of ITU-R Recommendation M.625-3, where such equipment was installed on ships prior to February 1, 1993.

* * * * *

(5) *406 MHz EPIRBs*: (i) IMO Resolution A.810(19), ``Performance Standards for Float-free Satellite Emergency Position-indicating Radio Beacons (EPIRBs) Operating on 406 MHz,'' adopted 23 November 1995, and IMO Resolution A.812(19), ``Performance Standards for Float-free Satellite Emergency Position-indicating Radio Beacons Operating Through the Geostationary INMARSAT Satellite System on 1.6 GHz, adopted 23 November 1995.

(ii) * * * * *

(iii) ITU-R Recommendation M.633-1, ``Transmission Characteristics of a Satellite Emergency Position-indicating Radiobeacon (Satellite EPIRB) System Operating Through a Low Polar-orbiting Satellite System in the 406 MHz Band,'' 1990.

(iv) * * * * *

(6) *9 GHz radar transponders*: (i) IMO Resolution A.802(19), ``Performance Standards for Survival Craft Radar Transponders for Use in Search and Rescue Operations,'' adopted 23 November 1995.

(ii) ITU-R Recommendation M.628-1, Technical Characteristics for Search and Rescue Radar Transponders," 1997.

(7) *Two-way VHF radiotelephone*: IMO Resolution A.809(19), ``Performance Standards for Survival Craft Two-way VHF Radiotelephone Apparatus,'' adopted 23 November 1995.

(8) *INMARSAT Ship Earth Station Capable of Two Way Communications*: IMO Resolution A.808(19), ``Performance Standards for Ship Earth Stations Capable of Two-way Communications,'' adopted 23 November 1995.

(9) *INMARSAT-C SES*: IMO Resolution A.807(19), ``Performance Standards for INMARSAT Standard-C Ship Earth Stations Capable of Transmitting and Receiving Direct-printing Communications,'' adopted 23 November 1995.

(10) * * * * *

(d) * * * * *

(1) * * * * *

(i) * * * * *

(ii) IMO Resolutions A.802(19), A.803(19), A.804(19), A.810(19), A.806(19), A.807(19), A.808(19), 811(19) and A.812(19) are contained in the Resolutions and Other Decisions of the Assembly of the International Maritime Organization, 19th Session, 1995, (IMO, London, 1988), Sales Number IMO--194E ISBN No. 91-801-1416-6.

(iii) IMO Resolutions A.662(16) and A.664(16) are contained in the Resolutions and Other Decisions of the Assembly of the International Maritime Organization, 16th Session, 1989, (IMO, London, 1990), Sales Number 136 90.04.E

(iv) IMO Resolutions A.694(17), and A.700(17) are contained in the Resolutions and Other Decisions of the Assembly of the International Maritime Organization, 17th Session, 1991, (IMO, London, 1991, Sales Number IMO-142E ISBN No. 91-801-1281-3.

(2) ITU-R Recommendations, ITU Radio Regulations, and ITU-T publications can be purchased from the International Telecommunications Union (ITU), Place des Nations, CH-1211 Geneva 20, Switzerland.

(i) All ITU-R Recommendations referenced in this section are contained in Recommendations of the ITU-R, Volume M series parts 3, 4, and 5.

(ii) ITU-T Recommendation E.161 is contained in Facicle II.2 Volume II -- Telephone Network and ISDN Operation, Numbering, Routing and Mobile Service, (ITU, Geneva, 1989, revised in 1993 and 1995).,

(iii) ITU-T Recommendation Q.11 is contained in **Facicle VI.1 Volume II Numbering Plan for the International Telephone Service, (ITU, Geneva, 1989),**

(3) IEC publications can be purchased from the International Electrotechnical Commission, 3 Rue de Varembe, CH-1211 Geneva 20, Switzerland, or from the American National Standards Institute (ANSI), 11 West 42nd Street, New York, NY 10036, telephone (212) 642-4900

(4) ISO Standards can be purchased from the International Organization for Standardization, 1 Rue de Varembe, CH-1211 Geneva 20, Switzerland, or from the American National Standards Institute (ANSI), 11 West 42nd Street, New York, NY 10036, telephone (212) 642-4900.

(5) Copies of the publications listed in this section that are incorporated by reference may be inspected at the Federal Communications Commission, 445 12th Street, SW, (room CY-A257), Washington, DC, or at the Office of the Federal Register, 800 North Capital Street, NW., suite 700, Washington, DC.

46. Section 80.1111 is amended by revising paragraph (d) to read as follows:

§ 80.1111 Distress alerting.

* * * * *

(d) All stations which receive a distress alert transmitted by digital selective calling must immediately cease any transmission capable of interfering with distress traffic and must continue watch on the digital selective call distress calling channel until the call has been acknowledged to determine if a coast station acknowledges the call using digital selective calling. Additionally, the station receiving the distress alert must set watch on the associated distress traffic frequency for five minutes to determine if distress traffic takes place. The ship can acknowledge the call using voice or narrowband direct printing as appropriate on this channel to the ship or to the rescue authority.

47. Section 80.1113 is amended by revising paragraphs (b) and (d) to read as follows:

§ 80.1113 Transmission of a distress alert.

* * * * *

(b) The format of distress calls and distress messages must be in accordance with ITU-R Recommendation M.493 as specified in § 80.1101.

* * * * *

(d) Ship-to-ship distress alerts are used to alert other ships in the vicinity of the ship in distress and are based on the use of digital selective calling in the VHF and MF bands. The HF bands should not be used to notify ships in the vicinity unless no response is received within 5 minutes on VHF or MF.

* * * * *

48. Section 80.1117 is amended by revising paragraph (a) as follows:

§ 80.1117 Procedure for receipt and acknowledgement of distress alerts.

(a) Normally, distress calls received using digital selective calling are only acknowledged using a DSC acknowledgement by a coast station. Ships should delay any acknowledgement in order to give sufficient time for a coast station to acknowledge the call. In cases where no acknowledgement has been heard and no distress traffic has been heard, the ship should transmit a distress alert relay to the coast station. Upon advice from the Rescue Coordination Center, the ship may transmit a DSC acknowledgement call to stop it from being repeated. Acknowledgement by digital selective calling of receipt of a distress alert in the terrestrial services must comply with ITU-R Recommendation M.541, which is incorporated by reference.

* * * * *

49. Section 80.1121 is amended by revising paragraphs (b), (c), and (d) to read as follows:

§ 80.1121 Receipt and acknowledgement of distress alerts by ship stations and ship earth stations.

* * * * *

(b) For VHF and MF, ships in receipt of a distress alert shall not transmit a distress alert relay, but should listen on the distress traffic channel for 5 minutes and, if appropriate, acknowledge the alert by radiotelephony to the ship in distress and inform the coast station and/or Rescue Coordination Center. Distress alert relays to "all ships" on these bands may only be sent by a ship who has knowledge that another ship in distress, is not itself able to transmit the distress alert, and the Master of the ship considers that further help is necessary.

(c) For HF, ships in receipt of a distress alert shall listen on the distress traffic channel for 5 minutes. If no distress communications are heard and if the call is not acknowledged by a coast station, the ship shall transmit a distress relay on HF to the coast radio station and inform the Rescue Coordination Center. Distress alert relays to *all Ships* on HF may only be sent by a ship who has knowledge that another ship in distress is not itself able to transmit the distress alert and the Master of the ship considers that further help is necessary.

(d) In cases where distress alert continues to be received from the same source, the ship may, after consultation with the Rescue Coordination Center, transmit a DSC acknowledgment to terminate the call.

* * * * *

50. Section 80.1123 is amended by revising paragraph (c) to read as follows:

§ 80.1123 Watch requirements for ship stations.

* * * * *

(c) Until February 1, 2005, every ship while at sea must maintain, when practicable, a continuous listening watch on VHF Channel 16. This watch must be kept at the position from which the ship is normally navigated or at a position which is continuously manned.

* * * * *